

# SITE LAYOUT

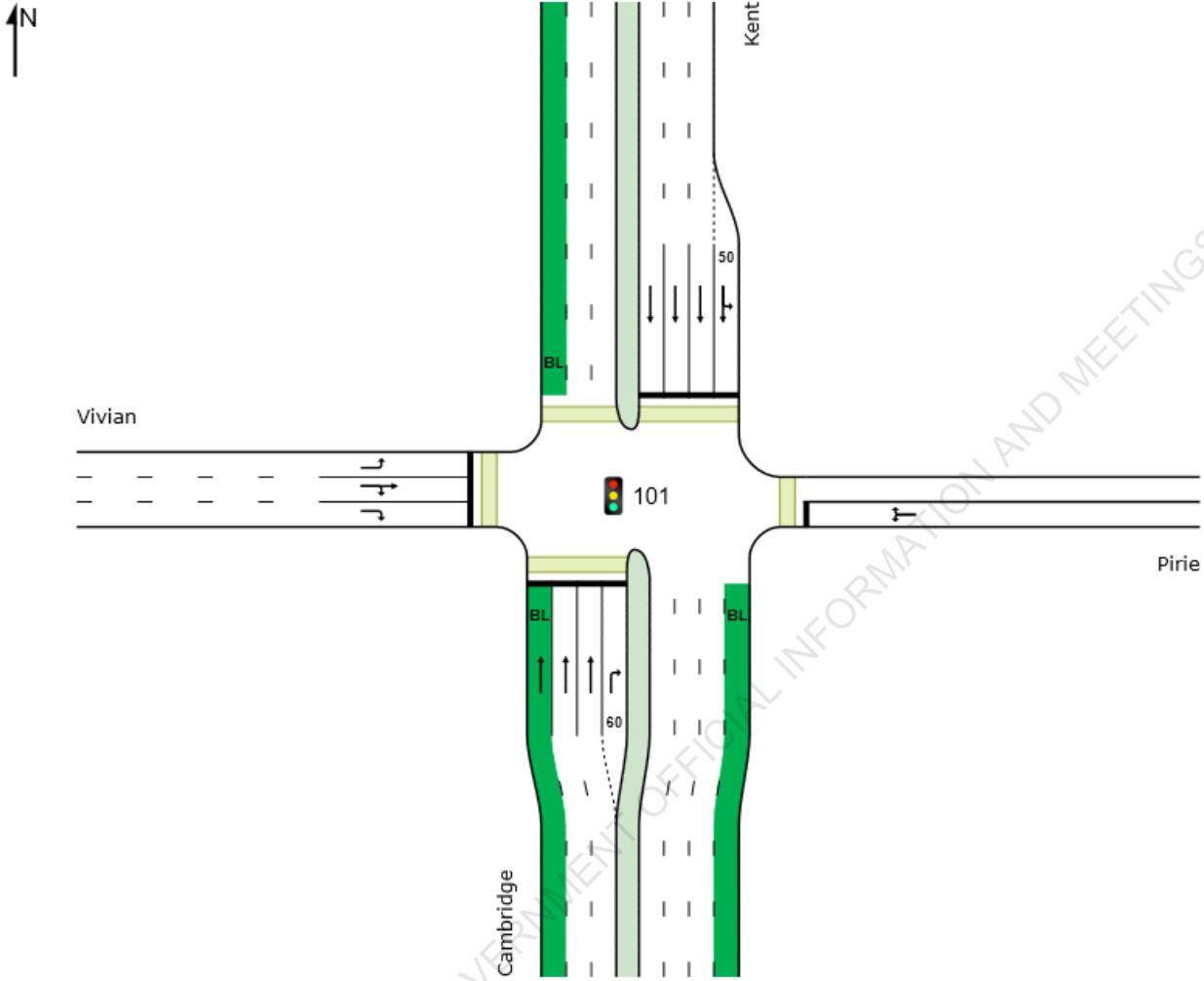
Site: 101 [Vivian/ Kent/ Cambridge/ Pirie - AM current (Site Folder: AM)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



## LANE SUMMARY

Site: 101 [Vivian/ Kent/ Cambridge/ Pirie - AM current (Site Folder: AM)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site Practical Cycle Time)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV ] %						[ Veh	Dist ] m				
<b>South: Cambridge</b>													
Lane 1 (BL)	33	100.0	333	0.100	100	31.7	LOS C	1.3	17.3	Full	500	0.0	0.0
Lane 2	315	4.2	535	0.589	100	36.8	LOS D	14.6	106.2	Full	500	0.0	0.0
Lane 3	315	4.2	535	0.589	100	36.8	LOS D	14.6	106.2	Full	500	0.0	0.0
Lane 4	71	4.0	98	0.716	100	66.7	LOS E	4.1	29.7	Short	60	0.0	NA
Approach	734	8.5		0.716		39.5	LOS D	14.6	106.2				
<b>East: Pirie</b>													
Lane 1	114	4.0	181	0.630	100	59.7	LOS E	6.2	44.9	Full	500	0.0	0.0
Approach	114	4.0		0.630		59.7	LOS E	6.2	44.9				
<b>North: Kent</b>													
Lane 1	92	51.9	283	0.325	100	44.5	LOS D	4.3	43.7	Short	50	0.0	NA
Lane 2	264	4.2	310	0.851	100	55.5	LOS E	15.4	111.4	Full	500	0.0	0.0
Lane 3	279	4.2	328	0.851	100	55.7	LOS E	16.3	118.4	Full	500	0.0	0.0
Lane 4	279	4.2	328	0.851	100	55.7	LOS E	16.3	118.4	Full	500	0.0	0.0
Approach	914	9.0		0.851		54.5	LOS D	16.3	118.4				
<b>West: Vivian</b>													
Lane 1	186	4.0	821	0.227	100	25.0	LOS C	6.0	43.5	Full	500	0.0	0.0
Lane 2	706	8.5	800	0.882	100	44.9	LOS D	40.2	302.1	Full	500	0.0	0.0
Lane 3	700	9.0	793	0.882	100	45.6	LOS D	40.0	301.4	Full	500	0.0	0.0
Approach	1592	8.2		0.882		42.9	LOS D	40.2	302.1				
Intersection	3353	8.3		0.882		45.9	LOS D	40.2	302.1				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

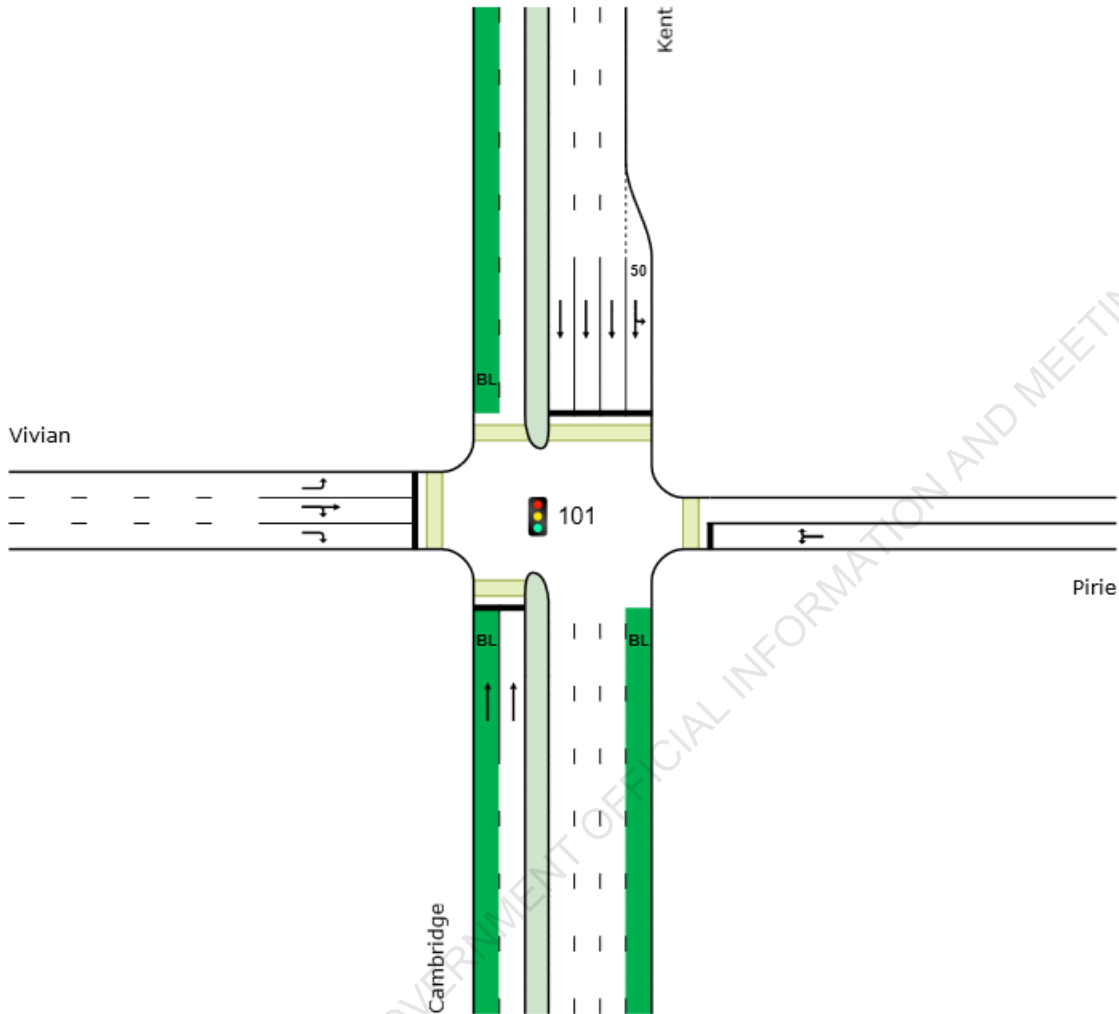
**Site: 101 [Vivian/ Kent/ Cambridge/ Pirie - AM 1 traffic lane (Site Folder: AM)]**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



## LANE SUMMARY

**Site: 101 [Vivian/ Kent/ Cambridge/ Pirie - AM 1 traffic lane (Site Folder: AM)]**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Practical Cycle Time)

Lane Use and Performance													
	DEMAND FLOWS [ Total veh/h ]		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [ Veh Dist ]		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Cambridge													
Lane 1 (BL)	37	100.0	443	0.083	100	26.0	LOS C	1.4	18.0	Full	500	0.0	0.0
Lane 2	697	4.2	712	0.979	100	78.6	LOS E	56.8	411.8	Full	500	0.0	0.0
Approach	734	9.0		0.979		76.0	LOS E	56.8	411.8				
East: Pirie													
Lane 1	114	4.0	120	0.944	100	86.4	LOS F	8.2	59.0	Full	500	0.0	0.0
Approach	114	4.0		0.944		86.4	LOS F	8.2	59.0				
North: Kent													
Lane 1	92	49.3	542	0.169	100	29.8	LOS C	3.6	35.5	Short	50	0.0	NA
Lane 2	274	4.2	712	0.385	100	29.2	LOS C	11.6	84.3	Full	500	0.0	0.0
Lane 3	274	4.2	712	0.385	100	29.2	LOS C	11.6	84.3	Full	500	0.0	0.0
Lane 4	274	4.2	712	0.385	100	29.2	LOS C	11.6	84.3	Full	500	0.0	0.0
Approach	914	8.7		0.385		29.3	LOS C	11.6	84.3				
West: Vivian													
Lane 1	186	4.0	737	0.253	100	30.5	LOS C	7.1	51.5	Full	500	0.0	0.0
Lane 2	706	8.5	719	0.982	100	84.6	LOS F	58.7	440.7	Full	500	0.0	0.0
Lane 3	700	9.0	713	0.982	100	85.4	LOS F	58.3	439.4	Full	500	0.0	0.0
Approach	1592	8.2		0.982		78.6	LOS E	58.7	440.7				
Intersection	3353	8.4		0.982		64.9	LOS E	58.7	440.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

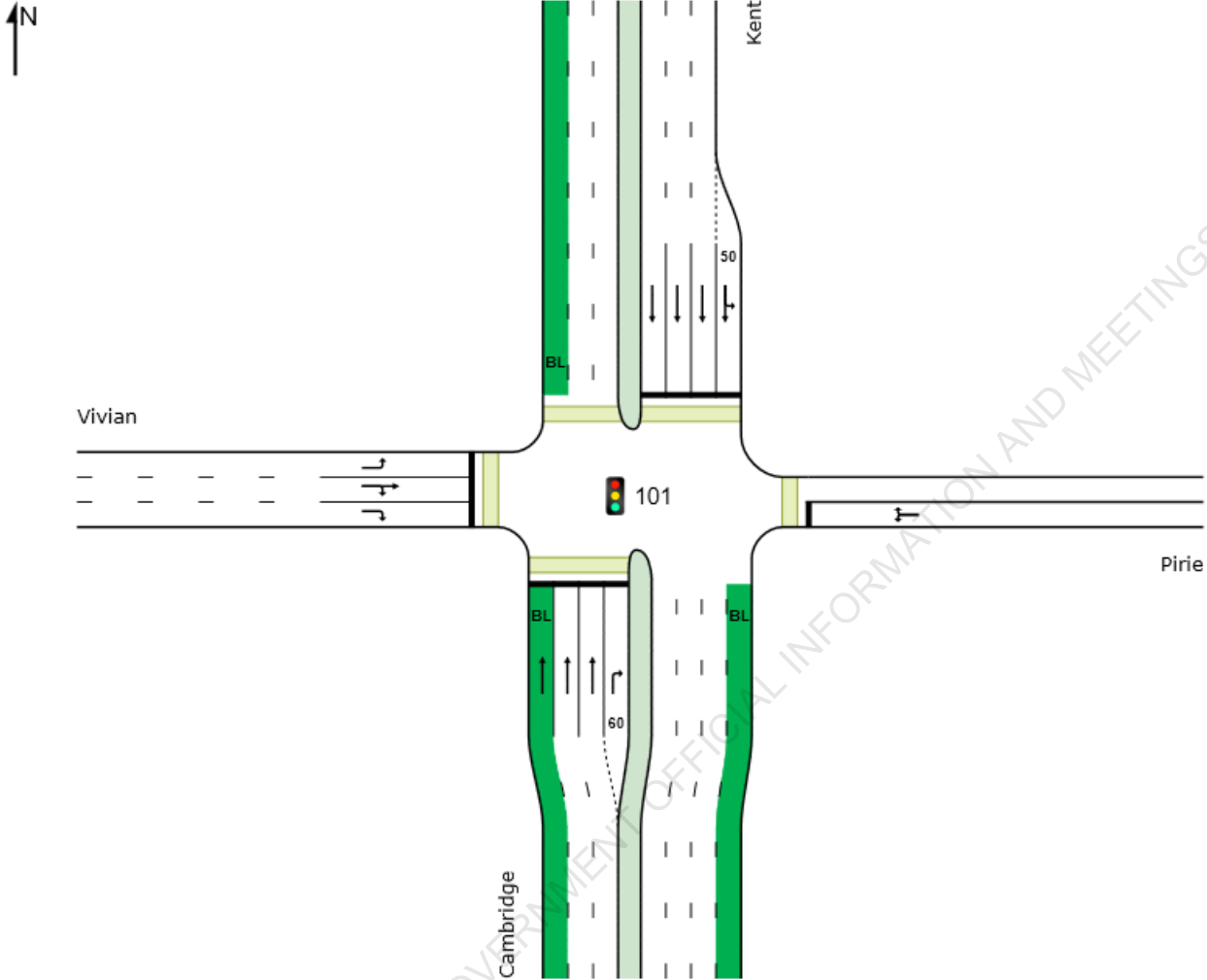
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

Site: 101 [Vivian/ Kent/ Cambridge/ Pirie - PM current (Site Folder: PM)]

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



## LANE SUMMARY

Site: 101 [Vivian/ Kent/ Cambridge/ Pirie - PM current (Site Folder: PM)]

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Practical Cycle Time)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn %	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h ]	[ HV % ]						[ Veh ]	[ Dist ] m				
<b>South: Cambridge</b>													
Lane 1 (BL)	35	100.0	319	0.111	100	30.1	LOS C	1.3	17.2	Full	500	0.0	0.0
Lane 2	337	4.2	512	0.858	100	35.3	LOS D	14.8	107.1	Full	500	0.0	0.0
Lane 3	337	4.2	512	0.858	100	35.3	LOS D	14.8	107.1	Full	500	0.0	0.0
Lane 4	66	4.0	108	0.612	100	59.5	LOS E	3.4	24.9	Short	60	0.0	NA
Approach	776	8.6		0.658		37.1	LOS D	14.8	107.1				
<b>East: Pirie</b>													
Lane 1	122	4.0	181	0.676	100	55.9	LOS E	6.2	44.7	Full	500	0.0	0.0
Approach	122	4.0		0.676		55.9	LOS E	6.2	44.7				
<b>North: Kent</b>													
Lane 1	140	34.9	314	0.445	100	42.9	LOS D	6.2	56.0	Short	50	0.0	NA
Lane 2	252	4.2	285	0.886	100	56.4	LOS E	14.2	103.0	Full	500	0.0	0.0
Lane 3	252	4.2	285	0.886	100	56.4	LOS E	14.2	103.0	Full	500	0.0	0.0
Lane 4	252	4.2	285	0.886	100	56.4	LOS E	14.2	103.0	Full	500	0.0	0.0
Approach	897	9.0		0.886		54.3	LOS D	14.2	103.0				
<b>West: Vivian</b>													
Lane 1	189	4.0	813	0.233	100	23.6	LOS C	5.6	40.8	Full	500	0.0	0.0
Lane 2	680	8.5	792	0.858	100	39.2	LOS D	34.0	255.0	Full	500	0.0	0.0
Lane 3	674	9.0	785	0.858	100	39.9	LOS D	33.7	254.3	Full	500	0.0	0.0
Approach	1543	8.2		0.858		37.6	LOS D	34.0	255.0				
Intersection	3338	8.3		0.886		42.6	LOS D	34.0	255.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Lane LOS values are based on average delay per lane.  
 Intersection and Approach LOS values are based on average delay for all lanes.  
 Delay Model: SIDRA Standard (Geometric Delay is included).  
 Queue Model: SIDRA Standard.  
 Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

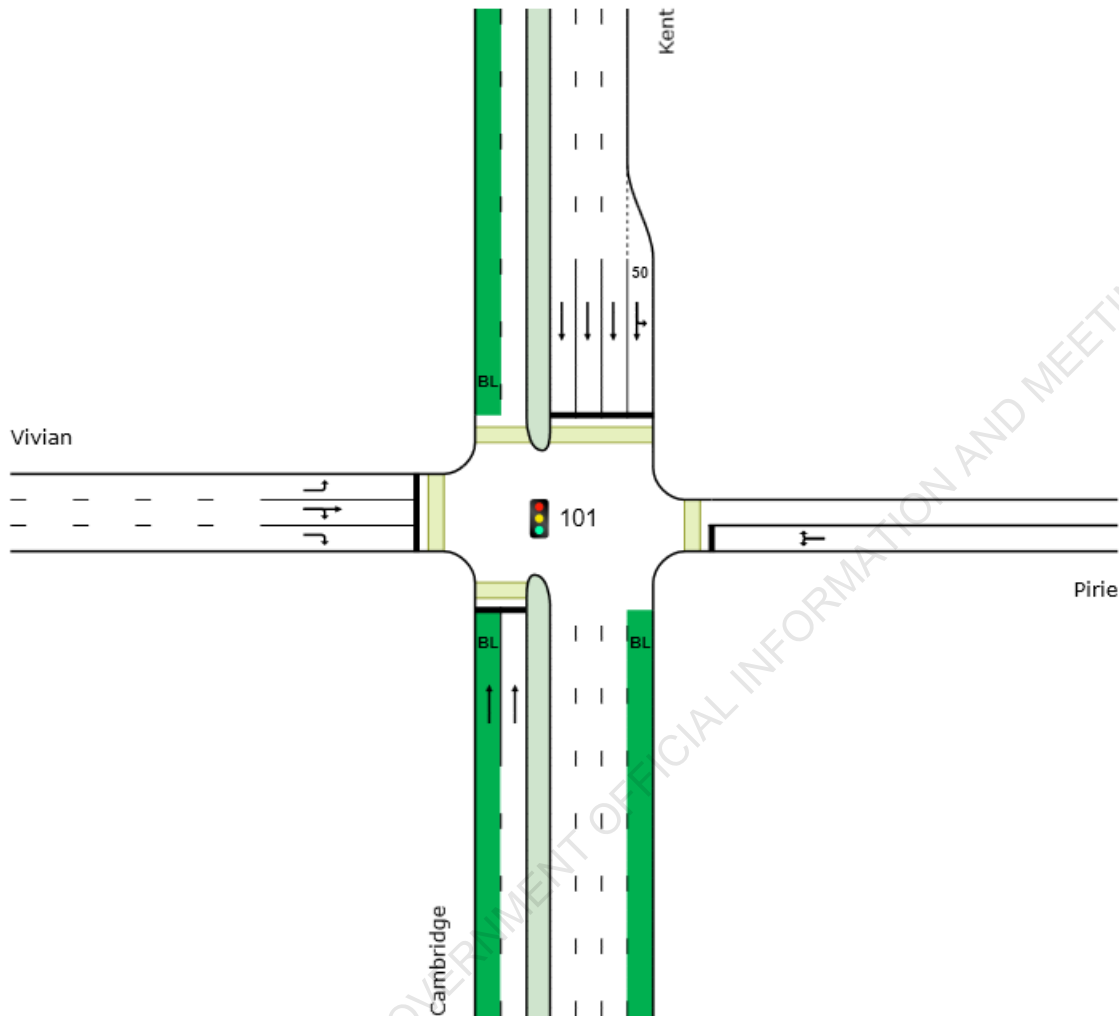
Site: 101 [Vivian/ Kent/ Cambridge/ Pirie - PM 1 traffic lane (Site Folder: PM)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



## LANE SUMMARY

Site: 101 [Vivian/ Kent/ Cambridge/ Pirie - PM 1 traffic lane (Site Folder: PM)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Practical Cycle Time)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Sig. Satn w/c	Lane Util %	Aver Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV %						[ Veh	Dist] m				
South: Cambridge													
Lane 1 (BL)	39	100.0	453	0.086	100	25.3	LOS C	1.4	18.8	Full	500	0.0	0.0
Lane 2	737	4.2	728	1.013	100	97.0	LOS F	66.7	483.5	Full	500	0.0	2.0
Approach	776	9.0		1.013		93.4	LOS F	66.7	483.5				
East: Pirie													
Lane 1	122	4.0	135	0.902	100	78.7	LOS E	8.3	60.1	Full	500	0.0	0.0
Approach	122	4.0		0.902		78.7	LOS E	8.3	60.1				
North: Kent													
Lane 1	140	31.4	602	0.232	100	30.8	LOS C	5.5	48.9	Short	50	0.0	NA
Lane 2	252	4.2	728	0.347	100	28.1	LOS C	10.4	75.5	Full	500	0.0	0.0
Lane 3	252	4.2	728	0.347	100	28.1	LOS C	10.4	75.5	Full	500	0.0	0.0
Lane 4	252	4.2	728	0.347	100	28.1	LOS C	10.4	75.5	Full	500	0.0	0.0
Approach	897	8.4		0.347		28.5	LOS C	10.4	75.5				
West: Vivian													
Lane 1	189	4.0	707	0.268	100	32.0	LOS C	7.5	54.1	Full	500	0.0	0.0
Lane 2	680	8.5	689	0.986	100	88.0	LOS F	57.3	430.2	Full	500	0.0	0.0
Lane 3	674	9.0	684	0.986	100	88.7	LOS F	56.9	428.9	Full	500	0.0	0.0
Approach	1543	8.2		0.986		81.4	LOS F	57.3	430.2				
Intersection	3338	8.3		1.013		69.9	LOS E	66.7	483.5				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

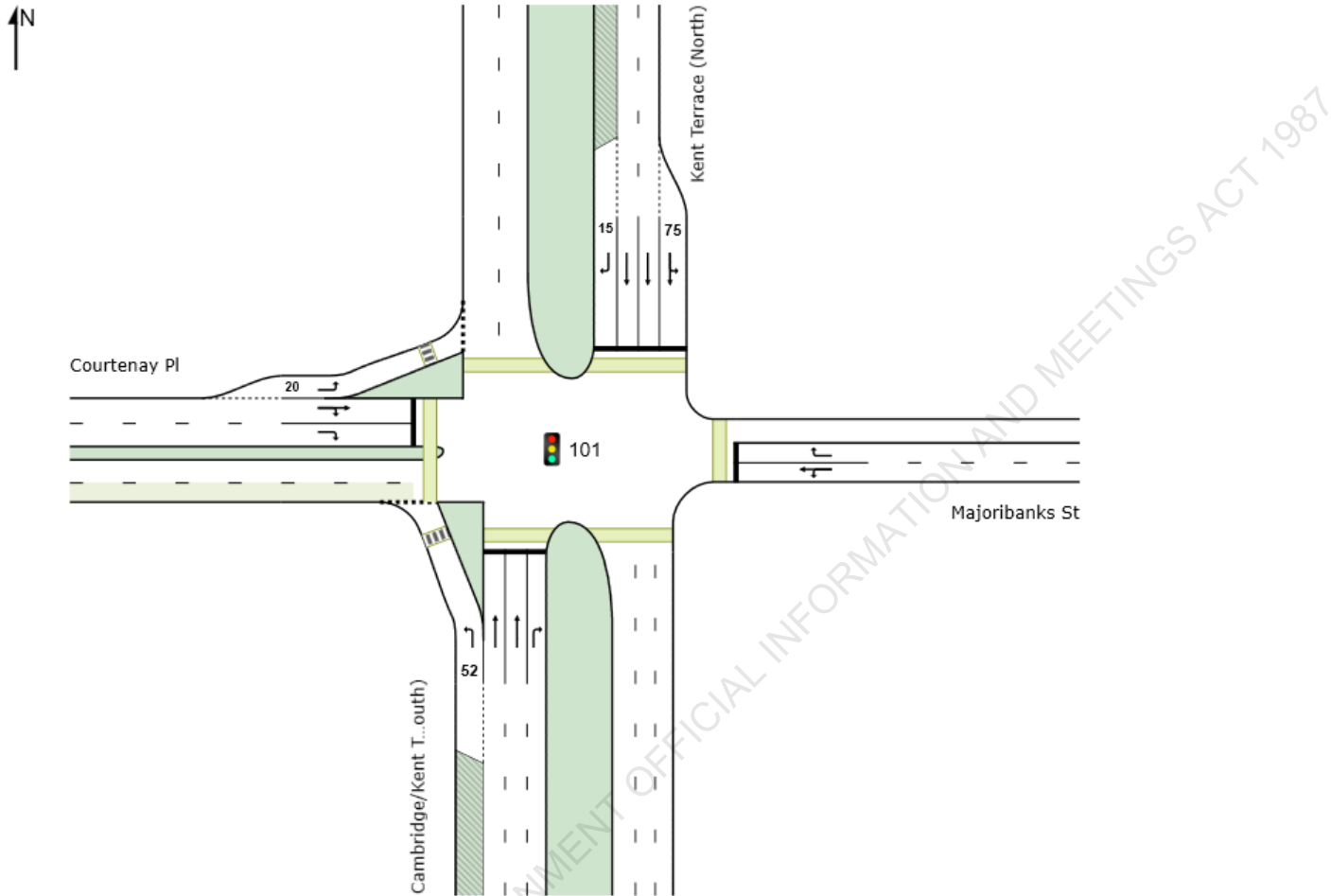
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

Site: 101 [Cambridge Terr/Courtenay Pl - AM - Base (Site Folder: AM Peak (8-9 am))]

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



## LANE SUMMARY

Site: 101 [Cambridge Terr/Courtenay Pl - AM - Base (Site Folder: AM Peak (8-9 am))]

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV ] %						[ Veh	Dist ] m				
South: Cambridge/Kent Terrace (South)													
Lane 1	234	23.9	1092	0.215	100	7.1	LOS A	1.8	15.2	Short (P)	52	0.0	NA
Lane 2	337	10.9	765	0.441	100	22.2	LOS C	11.7	89.4	Full	190	0.0	0.0
Lane 3	311	10.9	765	0.407	92 <sup>5</sup>	21.8	LOS C	10.6	81.1	Full	190	0.0	0.0
Lane 4	66	11.5	235	0.279	100	47.5	LOS D	3.0	22.8	Full	190	0.0	0.0
Approach	948	14.2		0.441		20.0	LOS C	11.7	89.4				
East: Majoribanks St													
Lane 1	125	6.0	323	0.386	100	42.0	LOS D	5.5	40.4	Full	500	0.0	0.0
Lane 2	248	3.9	320	0.776	100	51.0	LOS D	12.5	90.6	Full	500	0.0	0.0
Approach	373	4.6		0.776		48.0	LOS D	12.5	90.6				
North: Kent Terrace (North)													
Lane 1	170	15.2	663	0.256	33 <sup>5</sup>	27.6	LOS C	5.7	44.9	Short	75	0.0	NA
Lane 2	489	15.0	627 <sup>1</sup>	0.780	100	31.3	LOS C	21.7	171.1	Full	500	0.0	0.0
Lane 3	335	15.0	553 <sup>1</sup>	0.605	76 <sup>5</sup>	25.6	LOS C	12.5	98.9	Full	500	0.0	0.0
Lane 4	74	24.6	83 <sup>1</sup>	0.899	100	67.8	LOS E	4.2	35.9	Short (P)	15	0.0	NA
Approach	1068	15.7		0.899		31.4	LOS C	21.7	171.1				
West: Courtenay Pl													
Lane 1	45	35.7	681	0.066	100	11.4	LOS B	0.7	6.7	Short	20	0.0	NA
Lane 2	46	20.9	106	0.438	53 <sup>5</sup>	52.7	LOS D	2.4	19.4	Full	500	0.0	0.0
Lane 3	74	36.2	89	0.829	100	64.4	LOS E	4.2	38.1	Full	500	0.0	0.0
Approach	166	31.8		0.829		46.7	LOS D	4.2	38.1				
Intersection	2555	14.6		0.899		30.6	LOS C	21.7	171.1				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

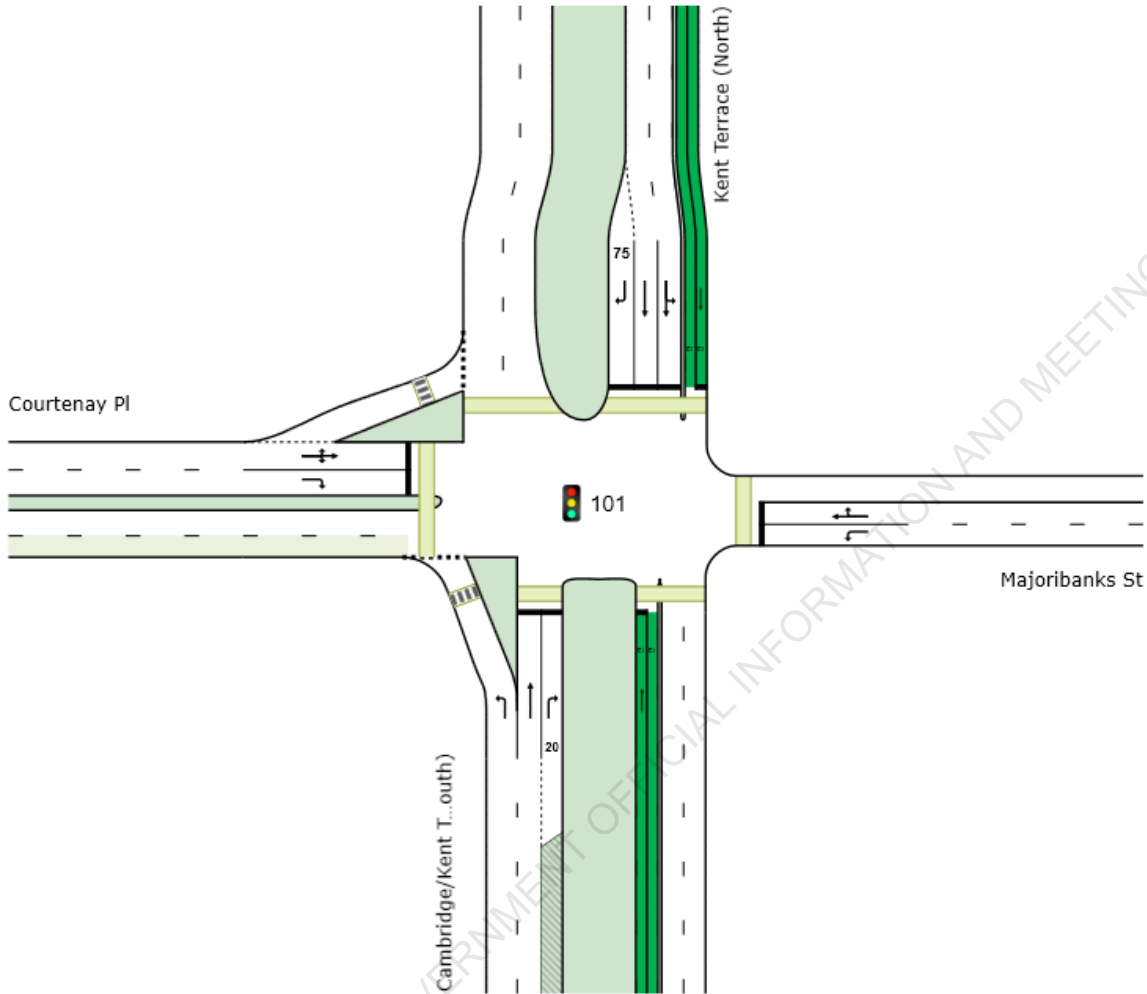
<sup>5</sup> Lane under-utilisation found by the program

# SITE LAYOUT

Site: 101 [Cambridge Terr/Courtenay PI - AM - TC 120s - Interim (Site Folder: AM Peak (8-9 am))]

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



## LANE SUMMARY

Site: 101 [Cambridge Terr/Courtenay PI - AM - TC 120s - Interim (Site Folder: AM Peak (8-9 am))]

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV %						[ Veh	Dist ] m				
South: Cambridge/Kent Terrace (South)													
Lane 1	230	24.1	1090	0.211	100	7.1	LOS A	2.0	17.1	Full	190	0.0	0.0
Lane 2	646	10.9	609 <sup>1</sup>	1.064	100	134.1	LOS F	68.3	522.8	Full	190	0.0	100.0
Lane 3	66	11.5	210	0.312	100	57.7	LOS E	3.6	27.7	Short (P)	20	0.0	NA
Lane 4 (CL)	115	0.0	1704	0.068	100	33.3	LOS C	4.8	12.9	Full	190	0.0	0.0
Approach	1059	12.6		1.064		90.9	LOS F	68.3	522.8				
East: Majoribanks St													
Lane 1	58	3.7	281	0.207	100	52.6	LOS D	3.0	21.7	Full	500	0.0	0.0
Lane 2	314	4.8	283	1.108	100	174.9	LOS F	35.4	257.8	Full	500	0.0	0.0
Approach	372	4.6		1.108		155.8	LOS F	35.4	257.8				
North: Kent Terrace (North)													
Lane 1 (CL)	16	0.0	620	0.026	100	51.1	LOS D	0.8	2.2	Full	500	0.0	0.0
Lane 2	508	15.1	505	1.006	100	101.1	LOS F	45.1	356.1	Full	500	0.0	0.0
Lane 3	485	15.0	483 <sup>1</sup>	1.006	100	100.3	LOS F	43.2	341.1	Full	500	0.0	0.0
Lane 4	73	24.8	80	0.913	100	82.0	LOS F	5.1	43.1	Short	75	0.0	NA
Approach	1082	15.5		1.006		98.7	LOS F	45.1	356.1				
West: Courtenay PI													
Lane 1	144	23.5	140	1.033	100	96.8	LOS F	9.2	77.3	Full	500	0.0	0.0
Lane 2	18	100.0	82	0.222	22 <sup>5</sup>	65.8	LOS E	1.1	14.1	Full	500	0.0	0.0
Approach	163	32.1		1.033		93.4	LOS F	9.2	77.3				
Intersection	2676	13.9		1.108		103.2	LOS F	68.3	522.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Lane LOS values are based on average delay per lane.  
 Intersection and Approach LOS values are based on average delay for all lanes.  
 Delay Model: SIDRA Standard (Geometric Delay is included).  
 Queue Model: SIDRA Standard.  
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

<sup>5</sup> Lane under-utilization found by the program.

# SITE LAYOUT

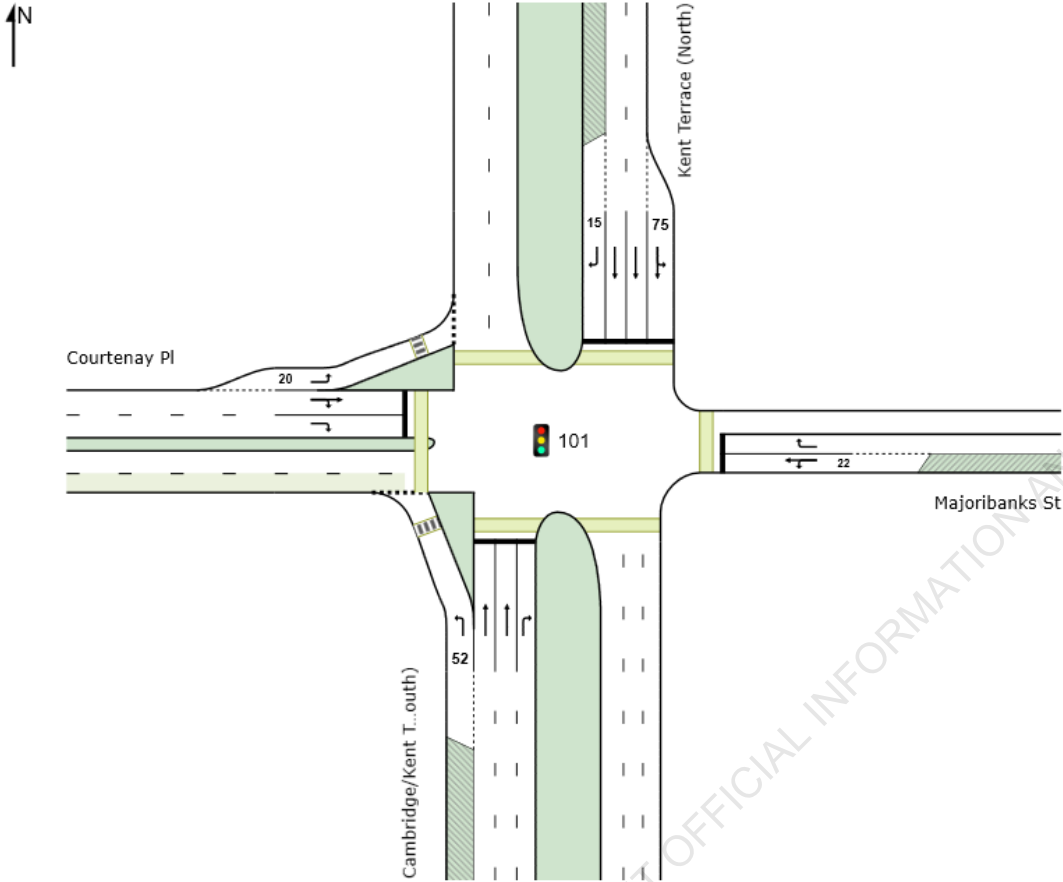
Site: 101 [Cambridge Terr/Courtenay PI - PM - Base (Site Folder: PM Peak (5-6pm))]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



## LANE SUMMARY

Site: 101 [Cambridge Terr/Courtenay PI - PM - Base (Site Folder: PM Peak (5-6pm))]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [ Veh ]	Dist ] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV ] %											
South: Cambridge/Kent Terrace (South)													
Lane 1	278	18.9	1121	0.248	100	7.1	LOS A	2.2	18.0	Short (P)	52	0.0	NA
Lane 2	280	11.1	582	0.481	96 <sup>5</sup>	29.6	LOS C	11.0	84.6	Full	190	0.0	0.0
Lane 3	291	11.1	582	0.500	100	29.8	LOS C	11.6	88.7	Full	190	0.0	0.0
Lane 4	83	10.4	237	0.349	100	48.0	LOS D	3.8	28.9	Full	190	0.0	0.0
Approach	932	13.4		0.500		24.6	LOS C	11.6	88.7				
East: Majoribanks St													
Lane 1	91	5.9	215	0.426	100	48.3	LOS D	4.3	31.7	Short (P)	22	0.0	NA
Lane 2	145	3.7	188 <sup>1</sup>	0.773	100	55.3	LOS E	7.5	53.8	Full	500	0.0	0.0
Approach	237	4.5		0.773		52.6	LOS D	7.5	53.8				
North: Kent Terrace (North)													
Lane 1	281	14.9	734	0.382	48 <sup>5</sup>	26.2	LOS C	9.4	74.5	Short	75	0.0	NA
Lane 2	524	15.0	652 <sup>1</sup>	0.804	100	29.8	LOS C	22.9	181.2	Full	500	0.0	0.0
Lane 3	358	15.0	601 <sup>1</sup>	0.595	74 <sup>5</sup>	22.7	LOS C	12.7	100.1	Full	500	0.0	0.0
Lane 4	97	27.8	191 <sup>1</sup>	0.508	100	38.4	LOS D	3.9	33.7	Short (P)	15	0.0	NA
Approach	1259	16.0		0.804		27.6	LOS C	22.9	181.2				
West: Courtenay PI													
Lane 1	40	35.1	846	0.047	100	9.3	LOS A	0.5	4.7	Short	20	0.0	NA
Lane 2	103	25.4	126 <sup>1</sup>	0.818	100	58.5	LOS E	5.6	47.9	Full	500	0.0	0.0
Lane 3	99	34.4	121	0.818	100	62.0	LOS E	5.4	49.2	Full	500	0.0	0.0
Approach	242	30.7		0.818		51.8	LOS D	5.6	49.2				
Intersection	2670	15.4		0.818		31.0	LOS C	22.9	181.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

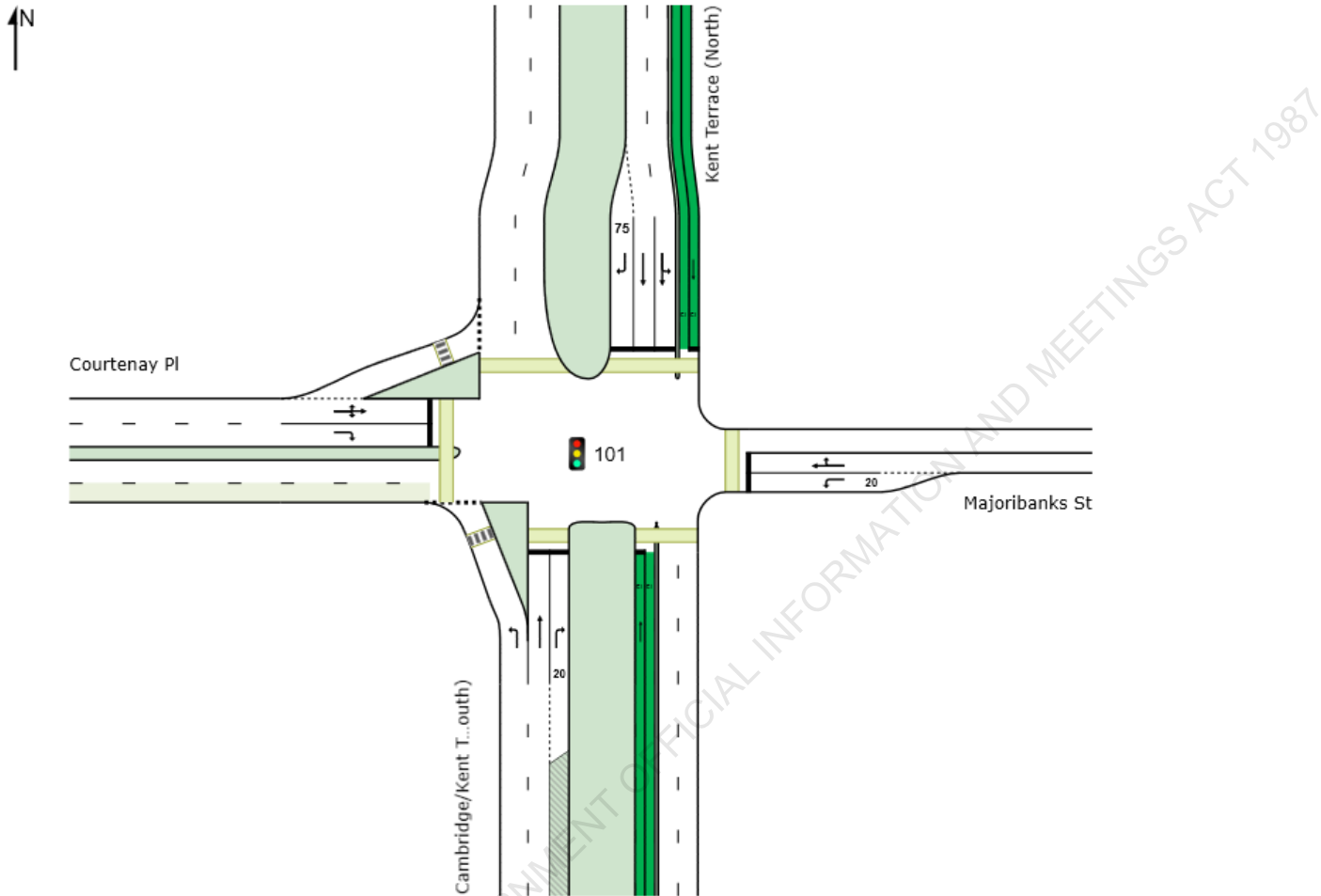
<sup>5</sup> Lane under-utilisation found by the program

# SITE LAYOUT

Site: 101 [Cambridge Terr/Courtenay PI - PM - TC 120s - Interim (Site Folder: PM Peak (5-6pm))]

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



## LANE SUMMARY

Site: 101 [Cambridge Terr/Courtenay PI - PM - TC 120s - Interim (Site Folder: PM Peak (5-6pm))]

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Dep. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV ] %						[ Veh	Dist ] m				
South: Cambridge/Kent Terrace (South)													
Lane 1	273	19.1	1120	0.244	100	7.1	LOS A	2.5	20.2	Full	190	0.0	0.0
Lane 2	571	11.1	588 <sup>1</sup>	0.972	100	76.5	LOS E	44.4	340.3	Full	190	0.0	58.8
Lane 3	83	10.4	212	0.391	100	58.3	LOS E	4.6	35.1	Short (P)	20	0.0	NA
Lane 4 (CL)	16	0.0	1704	0.009	100	32.5	LOS C	0.7	1.8	Full	190	0.0	0.0
Approach	943	13.2		0.972		54.0	LOS D	44.4	340.3				
East: Majoribanks St													
Lane 1	51	4.3	206	0.245	100	58.0	LOS E	2.8	20.1	Short	20	0.0	NA
Lane 2	185	4.6	181 <sup>1</sup>	1.020	100	116.7	LOS F	16.3	118.8	Full	500	0.0	0.0
Approach	236	4.5		1.020		104.1	LOS F	16.3	118.8				
North: Kent Terrace (North)													
Lane 1 (CL)	115	0.0	620	0.186	100	52.4	LOS D	6.1	16.4	Full	500	0.0	0.0
Lane 2	596	15.0	516	1.154	100	207.6	LOS F	76.7	606.0	Full	500	0.0	22.4
Lane 3	567	15.0	491 <sup>1</sup>	1.154	100	206.0	LOS F	73.1	577.6	Full	500	0.0	18.1
Lane 4	95	28.0	91	1.041	100	129.8	LOS F	8.7	75.8	Short	75	0.0	NA
Approach	1372	14.6		1.154		188.6	LOS F	76.7	606.0				
West: Courtenay PI													
Lane 1	206	20.5	190	1.084	100	140.1	LOS F	17.9	147.4	Full	500	0.0	0.0
Lane 2	31	100.0	119	0.263	24 <sup>5</sup>	61.3	LOS E	1.8	23.1	Full	500	0.0	0.0
Approach	238	30.9		1.084		129.7	LOS F	17.9	147.4				
Intersection	2789	14.7		1.154		130.9	LOS F	76.7	606.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Lane LOS values are based on average delay per lane.  
 Intersection and Approach LOS values are based on average delay for all lanes.  
 Delay Model: SIDRA Standard (Geometric Delay is included).  
 Queue Model: SIDRA Standard.  
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.  
<sup>5</sup> Lane under-utilisation found by the program